

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8120

第八廿月正年二統宣

WEDNESDAY, MARCH 9, 1910.

三拜禮

號九月三其港香

\$16 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling £1,500,000 at 1/16 = \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

H. E. Tomkins, Esq., Chairman.
G. Balloch, Esq., Deputy Chairman.
J. W. Bannock, Esq.
Hon. Mr. W. J. Gifford
G. S. Gubbay, Esq.
G. R. Leumann, Esq.
F. Lieb, Esq.
G. H. Medhurst, Esq.
M. Shalton, Esq.
R. Shaw, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 2nd March, 1910. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,575,000
RESERVE LIABILITY OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.

W. M. DICKSON,
Manager.

Hongkong, 5th April, 1909. [23]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.
OHIO.
TIENSIN.
PEKING.
NEWCHOWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOWANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

"HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent. per Annum on the Daily Balances.

On fixed deposits:—

For 12 months 4 1/2 per Cent.
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "

TAKKO TAKAMISHI,
Manager.

Hongkong, 11th September, 1909. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin
Calcutta
Hankow
Kobe
Peking
Singapore
Tientsin
Tientsin
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Madelers & Co.
M. A. von Rothschild & Soehne
Frankfurt
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim & Co. in Cologne.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DISCOUNT BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 3rd March, 1910. [21]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1 1/2 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 21st January, 1907. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,000,000
ABOUT MEX \$7,500,000

RESERVE FUND GOLD \$5,000,000
ABOUT MEX \$7,500,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THRADE NEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per Cent. per annum

" 6 " 3 1/2 " "

" 3 " 2 1/2 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [19]

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
O. Stephanius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
O. R. Burkill, Esq.
J. A. Wattie, Esq., Manager Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,054,151.00

Assets 7,114,490.08

Income for Year 3,073,834.81

Total Security to Policyholders 7,885,825.53

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPE, Esq., On on, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909. [18]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR LONDON, &c., via canal Ports (MACEDONIA) (Capt. J. D. Andrews, R.N.R.) Noon, 19th Mar. See Special Advertisement.

FOR SHANGHAI (DEVANHA) (Capt. H. Powell) About 17th Mar. Freight and Passage.

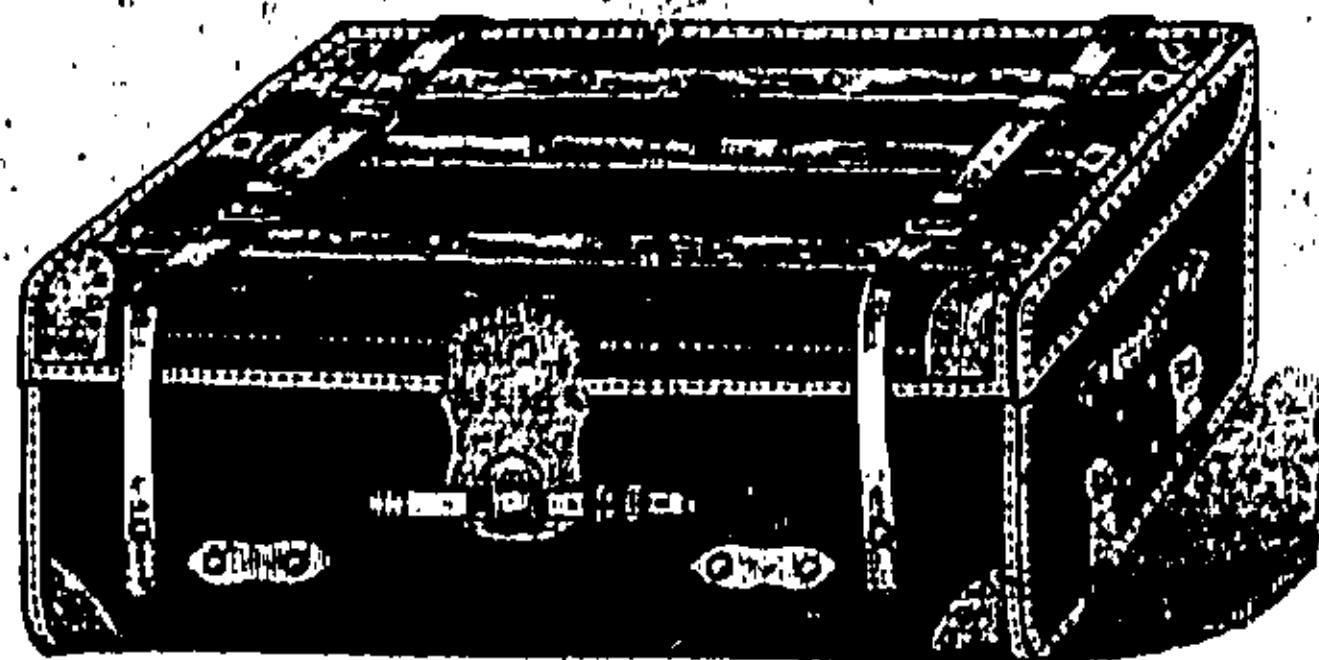
For Further Particulars apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 7th March 1910. [14]

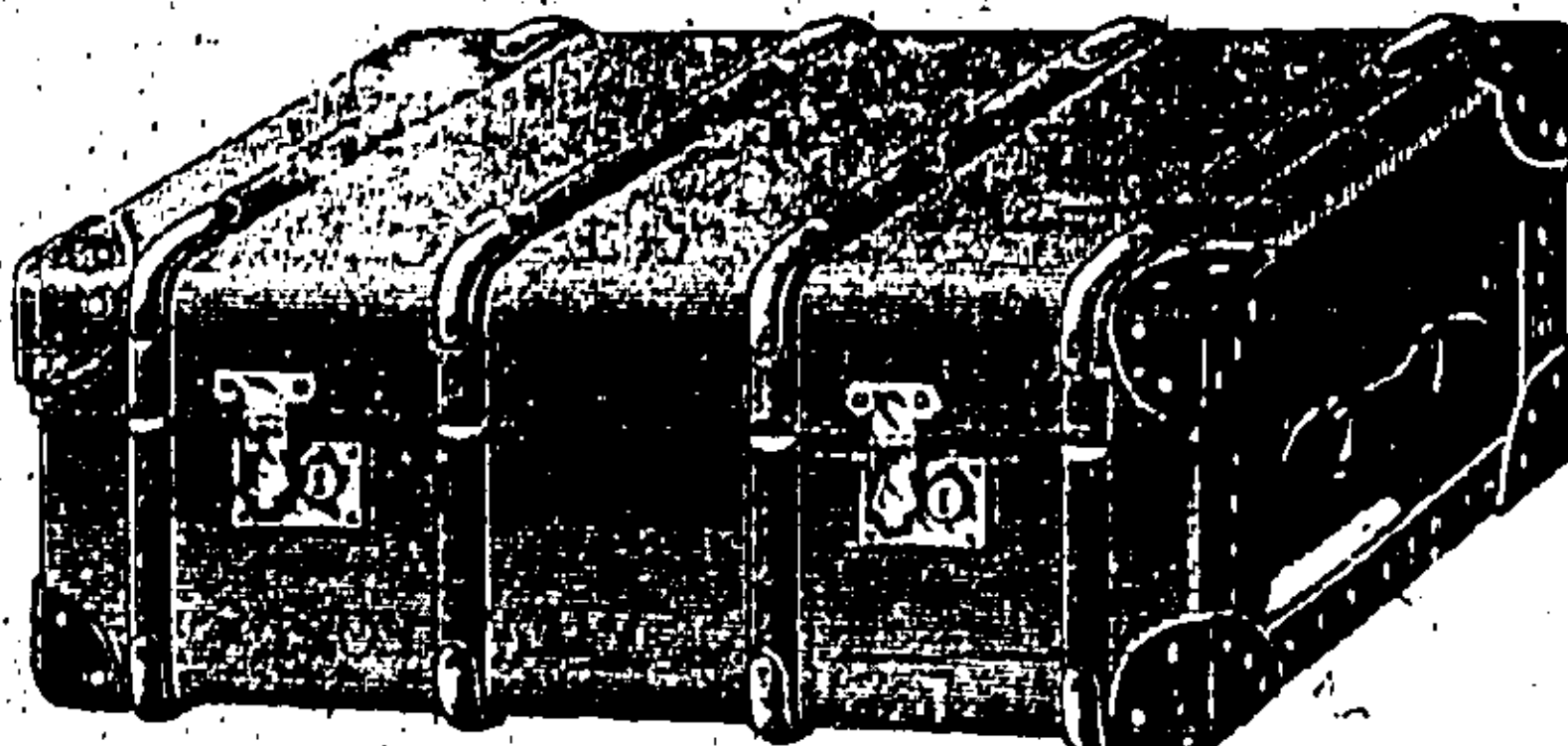
Intimations.

LANE, CRAWFORD & CO.

CABIN TRUNKS.



All Sizes. From \$18.00 each.



KIT BAGS. SUIT CASES. CABIN BAGS.

ILLUSTRATED LIST ON APPLICATION.

LANE, CRAWFORD & CO. [21]

CALDBECK, MACGREGOR

& CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.



Telephone No. 71.

Hongkong, 20th January, 1910. [33]

Hotels

BOXING TOURNAMENT.

AT BELLE VIEW STADIUM,
Telephone No. 907.

A GRAND TOURNAMENT for WELTER WEIGHTS and HEAVY WEIGHT is being promoted by the proprietor of the Belle View Hotel to take place on SUNDAY AFTERNOON, 20th instant.

The Tournament is open to all Navy and Army men.

Entries will be received by the undersigned.

The prizes are Two Silver Cups suitably inscribed, as well as a Purse.

The trophies will shortly be on view at the Belle View Hotel.

Correspondence should be addressed to

W. WINCH,
Belle View Hotel.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July 1909. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 7th March.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 8th March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 9th March.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 10th March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 11th March.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 12th March.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 13th March.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [2]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,

Hongkong, 5th February, 1909.

Manager. [23]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMENTHAL,
Manager.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909. [24]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, "KLEIST" About WEDNESDAY
and YOKOHAMA..... Capt. O. Palandt 9th March.

MANILA, NEWGUINEA, YAP, "PRINZ SIGISMUND" FRIDAY
BRISBANE, SYDNEY & MELB. Capt. D. Lees 25th Mar., Daylight.
BOURNE

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA.....POLYNESIAN.....Broc 14th Mar., P.M.
MARSEILLES, VIA PORTSERNEST SIMONS.....Girard..... 15th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....OCEANIC.....Sollner 28th Mar., P.M.
MARSEILLES, VIA PORTSTOMKIN.....Charbonnel..... 29th Mar., at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 26 hours' railway from
Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

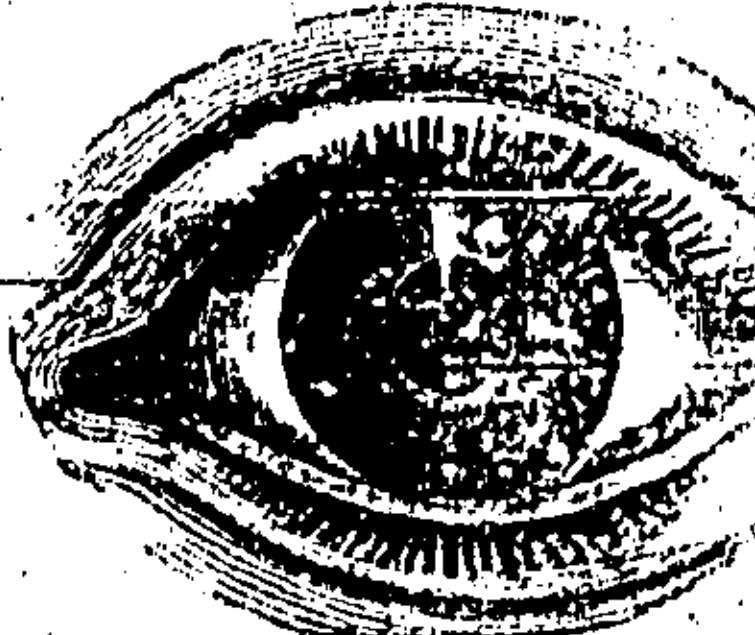
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 1st March 1910.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free

LONDON,

GALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.C.

19, Beaulieu Street

556, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful impudency, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, realizations that can lead to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfections of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatsoever form met with, removing all blotches, pimples, scurf, scurvy, scrofulous, and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gonorrhoea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, secondary symptoms, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, sores, gottre or Dercy's neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and laryngitis, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is desired, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture), for the sake of extra profit. Price in Hongkong, 2s. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In white letters on a red ground, by direction of His Majesty's Hon. Commissioners, registered Trade Mark "VETARZO." Legal proceedings will be taken against persons guilty of this.

JOHNNIE BEMBE IN A MUTHILL.—A new medical work on the culture and most scientific and successful use of self-care ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, &c. &c. a practical observation on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c. and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order Surplus, from THE VETARZO REMEDIES Co., Gospel Oak, London, or of Agents for above medicines. Price 10 pence Post Free.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, CALCUTTA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.)
Width of Entrance 80 "	Width of Entrance 50 "	Docking Length 481 ft.
Water on Blocks 28 "	Water on Blocks 26 "	Width of Entrance 63 "
		Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODDOWNS in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
THE COMPASS ROSE DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

9, MACDONNELL ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th February 1910.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road.

Rent \$225.00 per month. Seen by appointment only.

Apply to—
GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN, No. 54, DUBBEL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st Feb., 1910.

To Let

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Trams stop at the door.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT
GRACA & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweeters, Magnifying Glasses, Perforation Gauges.

Novels. Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c. &c. &c.

Inspection invited.

Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 10th August, 1908.

Dentistry

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Rooms 1 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TIN G

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 9th June, 1904.

AN UNFINISHED VOYAGE.

For many months past the promise has been held out that a rare Chinese war junk, said to be a century-old craft, would some day or other arrive in the Thames for exhibition purposes. The hope is doomed to disappointment, for the Whang-Ho, the vessel in question, is no more. She has been abandoned at sea in a sinking condition, after a series of fierce encounters with wind and wave. The story of her last and fatal voyage, which is spread over a period of nearly two years, forms a chapter of maritime adventure which has surely but few parallels.

The Whang-Ho, fitted for exhibition purposes, sailed safely across to San Francisco from her native waters. Entering the Golden Gate, her popularity proved to be such that it was determined that New York and London should have a chance of seeing her. On January 6, 1908, the old junk left San Francisco to essay the long and boisterous passage round Cape Horn. But mariners in that stormy region were not destined, as events proved to encounter this strange and piratical-looking craft. She had to fetch up, as sailors say, at Papeete, in the Society Islands. Here her crew left her, having had an ample taste of her seagoing qualities, and she made a stay of four months. Captain Wilms, however, managed to get a scratch crew together, including some Tahitians, and once more the junk resumed her voyage, with, among others, the captain's wife and son on board. This was in June, 1908.

A SINISTER CRAFT.

Nothing more was heard of the junk for some time. Her destination was Galveston, the great cotton port of the United States. But gales interfered with her desire to round Cape Horn. One day she suddenly appeared in Torres Straits, to the consternation of Commonwealth Customs officers, who were convinced that she had come across from the China Seas with a cargo of contraband goods or prohibited Chinese emigrants. Captain Wilms, however, succeeded in explaining matters satisfactorily, and the junk remained at Thursday Island till April, 1909, to refit. Then she set out for Java, and, after being once more nearly wrecked by a cyclone, managed to get into the Batavia River. Many weeks' further delay ensued here, but, finally, the Whang-Ho left Sourabaya on August 6, still intending to go to Galveston, this time via Natal. But the ill-luck continued. She never got even to Natal. She met her fate somewhere in the Indian Ocean, according to three Tahitian members of the crew, who recently reached Sydney. Their story is that brave Captain Wilms at length began to fear that the old junk was going to pieces. He was even ready to believe that the story that he was commanding an old Chinese man-of-war was a fable.

THE CAPTAIN'S VIEWS.

In his log-book Captain Wilms made the following entry: "I am afraid she will not hold together much longer. I called H. Wilms, Joe Richards, and Tommy Bambridge, and showed them the condition of the beams. It is certain she has never been a man-of-war, but has been specially built for exhibition purposes in the most careless 'fashion.' A vessel called the 'Solweig' hove in sight, and her officers were of opinion that, as the junk was quite out of command, and the position was one of jeopardy, it would be well for those on board to leave her. So Captain and Mrs. Wilms, their son, and the crew abandoned the battered old craft to her fate. It is not known precisely where she finally deposited her bones, but Londoners have perhaps no excuse for great grief because this weird, storm-battered relic of Chinese ship construction was never fated to reach the Thames for their enlightenment and amusement.—The Daily Telegraph.

Auction.

SPECIAL SALE BY PUBLIC AUCTION

OF HIGH CLASS JEWELRY DIRECT FROM LONDON.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

on SATURDAY,

the 19th March, from 10.45 a.m. to 12.30 p.m., and on

TUESDAY,

the 22nd March, 1910, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road,

SINGLE STONE DIAMOND RINGS, DIAMOND AND RUBY, EMERALD, OPAL, TURQUOISE AND SAPPHIRE RINGS, MARQUISE RINGS, GEMSET RINGS, GOLD AND GOLD-FILLED BANGLES AND BRACELETS, GENT'S SOLID GOLD AND GOLD-FILLED WATCHES AND ALBERTS, DIAMOND TIE PINS and STUDS, LEVER WATCHES, OPEN-FACE WATCH by Benson (cost £25), 18-Carat GOLD WATCH by Dent (cost £30), GOLD-FILLED REPEATER WATCHES, WALTHAM WATCHES, LADIES' GOLD and GOLD-FILLED LONG GUARDS, NECKLETS, BROOCHES, CHARMS, CHRONO STOP WATCHES, NON-MAGNETIC WATCHES, SILVER-BACKED COMBS, BRUSHES and MIRRORS, CIGARETTE CASES, GOLD-FRONTED LINKS and STUDS, GOLD and GOLD-FILLED EARPLUGS, BROCHES, HAT PINS, SILVER BELTS, FIELD GLASSES, SILVER-MOUNTED SOFT BO TTLES, &c., &c.;

AND A few Lots of E. P. Nickel Silver Art quality TABLE PLATE and CUTLERY.

ALSO SUNDRY IRISH LINENS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th March, 1910.

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Vœux Road West. TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 19th January, 1910.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUJEN'S GENUINE COMPOSITION REINFORCED BRAND, HARTMANN'S GREY PAINT, DAWLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL OIL and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 9th March, 1910.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin. Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 57, Hollywood Road, 1st floor. Hongkong, 3rd January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing, and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 1st December, 1909.

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentleman's Shirts made to order, and Oiled and Collared renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiores will also be most grateful for any PATCH, or old KENTZLERS to be made into Books for the children of the Poor Schools, who are taught by the Sisters. Works: 17th April 1910.

Intimations.

Powell's

Furnishing
DepartmentAT
ALEXANDRA
BUILDINGS.
(FIRST FLOOR)UPHOLSTERED
CHESTERFIELDS,
SETTEES,
FIXED OR DROP
ENDS,
STUFF-OVER

EASY CHAIRS

in a variety of styles,

IN STOCK

ready for covering in
any tapestry which may
be chosen, or in loose
washing covers.BEDROOM . . .
FURNITURE . . .A Quantity of full
Suites always ready for
delivery in various fin-
ishes.BEDROOM CHAIRS,
TABLES,
AND
LOUNGES
"EN SUITE"BEDSTEADS,
WIRE MATTRESSES,
HAIR AND FIBRE
MATTRESSES,
UPHOLSTERED

BOX-S RINGS

AND

BED LINEN

OF

Every Description.

Hongkong, 10th February, 1910.

Public Companies

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.THE FORTY-FIRST MEETING OF
SHAREHOLDERS in the Company
will be held at the COMPANY'S OFFICE,
No. 3 Queen's Road Central, Victoria,
MORROW, the 10th March, 1910, at 12
o'clock Noon, for the purpose of receiving
Statement of Accounts and the Report of the
Directors for the year ending 31st December,
1909.The TRANSFER BOOKS of the Company
will be CLOSED from 15th February to 10th
March, both days inclusive.

By Order,

H. F. HICKMAN,
Acting Secretary.
Hongkong, 9th March, 1910. [188]HONGKONG AND KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS will be held at the Offices of
Messrs. JARDINE, MATHESON & CO.,
LTD., on SATURDAY, 11th March, at 12.30
P.M., for the purpose of receiving the Directors'
Report and the Statement of Accounts for the
year ending 31st December, 1909.The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to 12th March,
both days inclusive.EDWARD OSBORNE,
Secretary.

Hongkong, 26th February 1910. [232]

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY
MEETING OF SHAREHOLDERS of
the above Company will be held at the
Company's Office, 51, George's Building, at Noon,
on TUESDAY, 15th March, 1910, to receive a
Statement of Accounts to the 31st December,
1909, and the Report of the General Managers
and Consulting Committee and to elect a
Consulting Committee and Auditor.The TRANSFER BOOKS of the Company
will be CLOSED from the 1st of March to the
14th day of March, both days inclusive.THE CHINA-BORNEO CO., LD.,
W. G. DARBY,
General Manager.

Hongkong, 28th February, 1910. [215]

GREEN ISLAND CEMENT COMPANY,
LIMITED.THE TWENTY-FIRST ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in the
OFFICE of the GENERAL MANAGERS,
St. George's Buildings, Victoria, Hongkong,
on SATURDAY, the 10th day of March, 1910,
at 11.30 o'clock A.M., for the purpose of re-
ceiving a Statement of Accounts and the Report of
the General Managers for the year ending 31st
December, 1909. Declaring a Dividend and
electing a Consulting Committee and Auditor.The TRANSFER BOOKS of the Company
will be CLOSED from THURSDAY, the 10th
day of March, 1910, until SATURDAY, the
19th day of March, 1910, both days inclusive.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 3rd March, 1910. [225]

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-SECOND ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the above Company will be
held at the Offices of the General Agents,
Pedder's Street, on THURSDAY, the 24th
March, at 11 A.M., for the purpose of re-
ceiving the Report and Statement of Accounts
for the year ending 31st December, 1909.The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.JARDINE, MATHESON & Co., LD.,
General Agents.

Hongkong, 4th March, 1910. [220]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the above Company will be
held at the Offices of the General Agents,
Pedder's Street, on THURSDAY, the 24th
March, at 11.30 A.M., for the purpose of re-
ceiving the Report and Statement of Accounts
for the year ending 31st December, 1909.The TRANSFER BOOKS of the Company
will be CLOSED from the 11th to 24th March,
both days inclusive.JARDINE, MATHESON & Co., LTD.,
General Agents.

Hongkong, 4th March, 1910. [230]

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Com-
pagnie des Messageries Maritimes and the
Compagnie des Chargeurs Reunis, the
HONGKONG AGENCY of the CHARGEURS
REUNIS will, from the 1st January, 1910, be
transferred to Messrs. P. A. LAPICQUE &
CO. (Queen's Building No. 4).CHARGEURS REUNIS,
P. A. LAPICQUE & Co.,
Agents.MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 29th December, 1909. [895]

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF

KOBE MESSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD,

GROUND FLOOR.

Hongkong, 10th January, 1910. [59]

THE INFLUENCE OF CHINA
ON THE WEST.

INTERESTING SPEECH BY H.E. LORD LI.

His Excellency Lord Li Ching-fong (the
Chinese Minister in London) was the principal
guest at the dinner which preceded the dis-
cussion at the Author's Club in London on
February 7. Mr. Paul King presided, and
amongst those present were Lord Ronald Suther-
land Gower, Baron Heyking (Consul-General
for Russia), General Baklanoff (president,
Maritime League of Russia), Sir Godfrey Lye-
den, K.C.M.G., Sir John Brinkwood, Mr. Byron
Brennan, C.M.G., Ven. Archdeacon Sinclair, Mr.
A. G. Angier, A. L. Artus, Mr. A. Bruce Joy,
Mr. Thomas Brown, Ivan Chen (secretary,
Chinese Legation), Mr. Alexander Harvey (late
Professor of Law, Peking University), and Mr.
Louis Tracy.In giving the toast of "The Guest of the
Evening," the chairman referred to the fact
that His Excellency was the son of Li Hung-
chang, and was the representative of one who
ruled over 400,000,000 people. "In the future
we shall hear of these millions of people," con-
cluded Mr. King, "and His Excellency has
come here to-night to give us a foretaste of
what we have to expect when China is let
loose."

HIS EXCELLENCY'S SPEECH.

His Excellency the Lord Li Ching-fong fol-
lowed, and in the course of his speech, which
was loudly applauded, said—Belonging as I do to a country and a race
which values literature and culture—theoretically
at least—above money, which places
scholarship above militarism, and to a certain
extent acts on the principle that the pen is
mightier than either the purse or the sword, it
is a great pleasure to address this gathering
of representatives of literature of the West.And now, turning to the subject of my
paper this evening, it seems to me as if
some persons might think there had been
a misprint, and that the heading should
read, "Influence of the West on China" instead
of the other way round! Yet I hope to justify
it, at least in a measure, if you will lend me
your sympathetic attention for a few minutes
while I try to sketch our influence in the past,
the present, and the future. You know in
astronomy certain bodies—though too far away
to be seen—influence other bodies, and thus
make themselves known. Some time in the
Middle Ages, as reckoned in Europe, the
attractive power of Far Cathay and her millions
was felt. May I claim in this connection that
we were the magnet and Europe the iron fil-
lings, as it were? Do not think that I under-
value the progress, the energy, and the
inventive genius of Europe in using such a
metaphor, but it is not a fact that China's influence
on the West exercised unconsciously, and after
the manner of a distant star, began when it drew
your explorers, your missionaries, and your
traders over to the Four Seas, to be followed
later by your gunboats and diplomats? Eng-
land was not quite the first to feel the
influence, but she was not far behind. China's
influence built ships in many European ports,
manned those ships and sailed them through
unknown and perilous seas to her shores. Once
there, a more direct exchange of influence
began. I do not think we supplied you with
any new animals, nothing at least so striking
as the elephant of India, but we immediately
appealed to a very widespread interest, namely,
the human digestive tract. Ships, survived
their many dangers, returned to their native
coasts with tea and ginger, and also appealed
to the human love of decoration with silk.
But on the whole, I believe, I am right in
saying, that the strongest influence was from
the beginning exerted through tea. Socially
this got hold of England especially. So far as
I know, you were the first European nation to
give our dried tea-leaf the honorable position
it has held ever since. It is nearly as difficult
to picture the British without tea as ourselves
without beer. But please allow me to remark
that you take your tea with a little difference—
a mercifully strong, and then mitigated with
milk. Again, in Asia, I must put in,
that with you the cup sits on the saucer, whereas
as with us the saucer sits on the cup as a sort
of cover, partly to infuse the tea and partly to
keep it hot. What far-reaching consequences
have followed socially the introduction of tea?
What did England do before this happened?
There was really no drink like it. Your great
Queen Elizabeth, for instance, had to drink
beer at breakfast. People who did not care
for water—there always have been, and I fear,
always will be, people who don't like water—
were mainly restricted to small beer, and small
beer, especially at breakfast, does not entirely
satisfy the palate. I have a high opinion of
Queen Elizabeth, as her breadth of mind
was statesmanlike, and I am sure, if she could
have become the patroness of tea, she would
have banished beer from her royal breakfast
table. It was reserved for another English
Queen, Anne, of womanly memory, to wel-
come tea. On the surface it may seem trivial,
but trivial things which persist will alter his-
tory, and it is a fact that to get tea your ances-
tors were willing to face that long and dangerous
voyage to the Far East. And more, English
social life has been quietly, but deeply, in-
fluenced ever since, by the introduction of tea.
It has affected the rest of Europe less acutely,
but as nowadays English fashions rule pretty
widely, the cult has spread. The British Em-
pire may even owe some of its expansion to the
safe stimulation of Pekoe and Oolong; for we
read of Canadian and Australian pioneers ad-
vancing more on tea—at least the serious
element among the settlers—than on any
other liquid support. The United States
are also attached to tea, which may be
ascribed to their British ancestry. I would
not labour the point too far, but was it
not over tea that the split occurred between the
Mother-country and her daughter? That tea,
gentlemen, came from China, but we were not
to blame for the fact that did the mischief. That
was British! No doubt it, exasperated those
sober Colonists to be robbed of their favoritedrink, and verily from the tea in Boston Har-
bour was infused great trouble, and a broad
change in the map of the world. I cannot
leave tea without a glance at the pleasant fact
that one of its most famous devotees was a
great Englishman, who was also a great man
of letters. But I think Dr. Johnson drank a
little too much, when he swallowed 19 or 20
cups of his pet beverage.Another of our products through which we
have influenced the world to some extent,
is that useful and ornamental plant, the
bamboo. And I understand that our Chow
dogs and Peking pigs can hold their
own as favorites. But to be done with
the past and even with the present, let us
look at the future. I venture to predict the
likelihood of an increase in China's influence,
both as producer and consumer of manufac-
tures. We produce and consume a certain
amount already, but this is insignificant in
comparison with what we might easily do in
both lines. When we adjust ourselves rather
more to modern conditions, there will be no-
thing to hinder us from producing a great
variety of what the world regards as neces-
saries nowadays. We have immense resources
that are as yet undeveloped. Our mineral
wealth is nearly untouched, and is almost in-
calculable. We have vast deposits of coal of
the best quality, only waiting to be mined and
transported. We have iron and stone, and clay
for porcelain. With a little science our glass
could be improved into great beauty. Besides
this, we possess a truly magnificent reserve of
labour, so great that it appears as if it must com-
pete with the other labour all over the world either
directly or indirectly. Unless our racial char-
acteristics alter, our people will like to work,
and it is to be remembered that the Chinese
labour, even when highly skilled, is content to
live very simply both as regards food and
clothes, which will render him a formidable
rival to workers of more elaborate habits. The
man who eats rice or any other cereal as the
staple of his diet, and wears a cotton has certain
economic and personal, and even hygienic ad-
vantages over more omnivorous feeders who
dress in woollen clothes. When Chinese la-
bour gets a fair chance it will assuredly in-
fluence the world both commercially and politi-
cally. Our influence as producers and workers
may not be entirely popular, but it will, no
doubt, be partly balanced by our more gen-
erally pleasing aspect as consumers. There are
so many of us that if everybody wants only a
little the aggregate will be large. Perhaps we
could learn to produce nearly all we want within
our own borders, but there is something in human
nature which leads nations to hanker after each
other's inventions and products, while we shall
no doubt be eager to sell, we shall also be ready
to buy. Our national ideals and opinions may
be somewhat modified by the changes which
are no doubt coming, but I do not think we
shall cease to be Chinese, as it were. The
nations of Europe, even the numerically small
ones, preserve a wonderful amount of indi-
viduality, in spite of close proximity to add much
intercourse with each other. This is no doubt
good, and it will not be a bad thing if the East
preserves its distinguishing characteristics and
does not copy the West too slavishly. It will,
however, be a benefit to both sides if we in-
fluence each other. Do you ask me how our
influence could benefit the progressive and
energetic civilisation of the West? I answer
that I believe the genius of China to be above
all a peaceful one, and, therefore, it is
logical and permissible to hope that China's
influence may be exerted to hasten the time
when the swords of this world
shall be beaten into ploughshares, and the
waste and horror of war shall give place to
peace with honour for all mankind.

THE DISCUSSION.

Mr. Alexander Harvey, the late Professor of
Law at Peking University, said China had
influenced the West very much by the com-
petitive system. The introduction into
England of that system was very much in-
consequence of what had been heard here of
the method of advancement of high officials in
China. This influence had revolutionised their
system of secondary education. He believed
that tea, more than legislation, had influenced
the British people toward temperance,
(Applause.)Mr. Byron Brennan, C.M.G. (ex-Consul-Gen-
eral of Shanghai), who has resided for nearly
forty years in China, said that trades unions in
China were in existence for a great number of
years before they were thought of here, though
they had a more drastic method of enforcing
their principles. A man who went against the
rules of the society was lucky if he escaped
with his life. (Laughter.) Increased incre-
ment, in China, also was as old as the hills.
"In the original pictograph characters,"
said Mr. H. Hartley, "of the Chinese lan-
guages from which, with varying forms,
characters now in use have been evolved, the
word 'truth,' which signifies brilliancy and
brightness, was represented by a drawing of
the sun and the moon. The picture character
of the verb to speak, 'Yen-shih,' took the form
of the representation of the lips and an arrow
to speak to the point. Archaic as those sym-
bols are, we have not in our language any
symbol which we could so appropriately apply
to the brilliant, witty, and thoughtful address of
our distinguished guest—the sun giving light,
colour, and life, and the moon the cool reflec-
tions. His Lordship's visit to our night reminds
me of a memorable evening in this club some 11
years ago when we entertained his predecessor,
Mr. Lo-Fang-Ho. Some of you who were
present then will remember his learned and
eloquent speech on English literature. In
speaking of the comparative recent antiquity of
our English literature and the remote antiquity
of the Chinese, he said that, whereas our
earliest printed work was dated some 600 years
back, in China they have works dating back
6,000 years and printed in symbols which the
Western world has in recent years adopted for
the Morse code. I have no wish to doubt the
veracity of Mr. Lo-Fang-Ho, but I have never
had the opportunity of verifying this. I would
like to throw out a delicate hint to his Lord-ship that there is a Chinese work, a copy
of which would be a welcome addition to
our library. I refer to the Chinese Ency-
clopedia. It may interest some who are not
acquainted with this publication to know that
some 1,300 years ago a committee was appoint-
ed to compile it, and that committee, with sun-
dry changes in its composition, has been sitting
ever since. The publication, I believe, is now
in its two thousandth volume, and a copy of it,
I think, has been promised to a society to which
I have the honour to belong. This would be a
valuable work of reference, and would enable
us to clear up many things Chinese. Certainly
it would have been of great service recently for
ascertaining some punishment worse than
boiling oil to mete out to our political op-
ponents." (Laughter.)The keeper of the Victoria and Albert
Museum (Mr. E. F. Strange), referring to
the willow-pattern plate, said our in-
debtedness to China in the matter of the
pottery industry was perhaps more complete
and more enormous than could be said to exist
in any case in the whole history of the arts.The Consul-General for Russia in London,
Baron Heyking, said the influence of China
upon Russia had been that of good relations,
which he trusted would continue. (Applause.)Mr. A. G. Angier touched upon a topical sub-
ject by suggesting that the House of Lords
might be reformed upon the same principle as
prevailed in China, where the great ones lost a
degree of rank with each successive genera-
tion, until their descendants reverted back to
commoners. (Cheers.)

Several other speakers followed.

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"PALMA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd March 1910. [14]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 2nd March, 1910. [14]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"MACEDONIA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia."
From Calcutta, ex s.s. "Simla."
From Persian Gulf, ex B.S.N. and B. &
P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.All claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd March, 1910. [14]

Consignees.

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM ANTWERP, LEITH, MIDDLES-
BRO', LONDON AND STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns and for extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th inst. will be sub-
ject to rent.All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
12nd inst., or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th March, 1910. [134]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & MANILA.
The above mentioned Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
Counter-signature, and take immediate delivery
of Cargo from alongside.Cargo impeding the discharge of the Vessel
will be landed at once at Consignees' risk and
expense.Cargo remaining on board after SATUR-
DAY, March 12th, 1910, at Noon, will be
landed and stored at Consignees' risk and
expense.Cargo remaining undelivered after the 15th
instant, will be subject to rent.All broken, chafed, and damaged goods are
to be left in the Godowns, where they will be
examined on 14th instant.No Fire Insurance will be effected by us in
any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 5th March, 1910. [16]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th of March will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th of March, at 9.30 A.M.All claims must reach us before the 10th of
March, 1910, or they will not be recognised.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.NORDDEUTSCHER LLOYD,
MELOERS & Co.,
General Agents.

Hongkong, 8th March, 1910. [17]

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP £2,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Merchant System.
(Rates and Particulars on application).

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL

AND

BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY
and
KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 9, 1910.

CHINA'S CURRENCY QUESTION.

Of all the questions which concern the prosperity of China probably there is none which has received a greater degree of attention than that relating to the currency of the Empire. It has inspired the pens of writers of the most diverse views, it has been the subject of treaties and conventions, it has been dealt with in edicts and memorials at Nanseum, it has exercised the wit and intelligence of British and American financiers, and above all, the woful chaos into which the currency system has been plunged has created a situation in Hongkong and Shanghai, the two chief distributing centres of foreign commerce in China which is absolutely indefensible. It is with weary reiteration that we have referred to the terms of the Mackay Commercial Treaty of 1902 which laid it down precisely and explicitly that "China agrees to take the necessary steps to provide for a uniform national coinage which shall be legal tender in payment of all duties, taxes and other obligations throughout the Empire by British as well as Chinese subjects." And still nothing has been done to remedy the lamentable evil which has been brought about by the supreme lethargy of the Imperial Chinese Government to tackle

the question in an attempt to unravel the tangle which exists in China's currency. Sir Alexander Hosie, the British commercial attaché to China, showed in a "White Paper" issued a few years ago how the vagaries of the currency affected the inter-provincial trade of the Empire, how in contiguous provinces the values of silver differed to the extent of two or three hundred cash, thereby hampering and restricting native industries and commercial dealings in native products and especially enhancing the complexities of foreign traders. In Hongkong the question of overcoming the original difficulties of the subsidiary currency has become historical and the Government with all the talent of the financiers of the Colony at its command confesses that it is practically impossible to devise a satisfactory way out of the impasse. When we find that one day a Hongkong banknote stands at a premium of 5 to 10 per cent and that economical people find it worth while to visit the money changers daily before visiting the markets one can realise how it is that the price of all household commodities continues to increase. The fluctuations in the value of the white metal are also a source of perpetual trouble to the mercantile community and handicap the simplest of business transactions in a manner that is almost incredible. An able writer in the *National Review*, who has been contributing a series of articles to the Shanghai publication on Chinese affairs, takes up the subject in the latest issue of that journal, but we are afraid that he is as far off from discovering the solution as Dr. Cook was in planting the Stars and Stripes on the North Pole. Nevertheless his theories are as interesting as his style is philosophical. In considering the attitude of those in China who are opposed to drastic reforms in the currency of the Empire he says: "The objectors are first and foremost those who have vested interests. Besides them, there are hide-bound conservatives incapable of appreciating anything newer than the beginning of the last dynasty. These latter will oppose a new monetary system simply because it is new. 'Cash' was good enough for their grandfathers; it is good enough for them. If there is a different value to the metal in every province now, so there was in the days of the Ming. Men weighed their silver then, why not now? These excellent people forget that times have changed. Many of them have never seen the new life of a foreign Settlement. They know that there are such things as railways because their newspaper tells them so, but they do not know that what the railway means in the world of travel, a modern currency means in the world of business, viz., a saving of time, together with greater certainty in operation. All that is wanted to convince such as these is experience." Of course that is largely academic, and the writer scarcely gets beyond that stage when he says that, "To such old-world objectors, and there are many of them, there must be added the arguments of the interested. There are the old-fashioned bankers who hitherto have pretty well monopolized the financial profits of native trade. If the new system is to cut at the root of their gains, then it is but natural for them to kick, and kick hard, against change. If there are a good many Shansi men, bankers by birth, bankers by descent from other bankers for generations, we need not be surprised if they strenuously oppose everything tending, as they may now think, to their detriment. But we do not anticipate that such opposition will be of very long continuance in their case, for the simple reason that they are possessed of sufficient insight into the true nature of things to discern that in the end the new system will mean as great a total of profit as the old by reason, for one thing, of the great amount of business that will be done." He argues that the people may be inclined to consider the claims of the money-changers who "will simply be ruined" were there any change in the existing system and says: "Then there is another class which may argue that China has got on all right without the new-fangled things now being forced on her. That is not true. China has never got on 'all right.' She is one of the poorest of lands, and her people the poorest of people. Only by using the best means can she rise to the higher level of other lands. Besides, even if it were true that she had done so well in times past, there is no reason why she should not do better in time to come." Whether it is a fact that China is one of the "poorest of lands" is certainly a moot point; at all events it is open to argument, unless the writer means that individual Chinese are among the very poor of the nations, a fact which will not be disputed. But to say that the Empire as a whole is poor, that it is "one of the poorest of lands" will not hold water. He goes on to refer to the disinclination of the Chinese to accept foreign help and proceeds: "One argument there is which has some weight. Exporters argue that the new system, which we are supposing will eventually be based on gold, would, instead of benefiting them, be detrimental. It cannot be denied that the tendency of all lands is to buy in the cheapest market, and for gold countries that would be found where the currency was silver. This, therefore,

would tend to the growth of exports. We see that tendency now in operation in China. But export trade is but half the commercial work of a country. What of the imports? Just as exports become cheap, imports grow dear. The loss would counterbalance the gain. Indeed, the whole argument is based on an old and exploded idea that it would be a good thing for a country to export everything and import nothing. By that means she would grow rich beyond the dreams of avarice, it was thought. Nobody now but laughs at such an idea. There is nothing in that view to which reasonable people will object, but the difficulty will be to convince the Chinese of the truth of the argument. Coming to the crux of the matter the writer in the *National Review* puts the position in this wise: "If China needs further hints as to the speedy desirability of a change, the experience of the present week should supply them. When everybody hoped and thought that there was a chance for at least a period of stable, if not of rising, exchange there suddenly comes a drop of a halfpenny or more in a single day! What can the honest, careful merchant do under such circumstances? He is practically forced to be a gambler whether or no? Profit is turned to loss, hope to despair, and a promising outlook to a gloomy certainty. There is no escape from such risks either, unless China, in common with the rest of the world, throws in her lot with the stable standard, gold. It is absurd to say that she cannot get it, that it is costly, and so on. She can buy guns, and machinery, and foreign products of all sorts. Gold is but another product. It can be got as other products are got, and it has this advantage over most of the rest: it is practically indestructible." The suggestion that China can afford to buy guns, etc., seems to contradict the statement regarding the poverty of the country, but we may let that pass. While as we have said the article in question is interesting, it adds little or nothing to our knowledge. It only says in another way that the difficulties surrounding the currency question grow greater every day. Possibly a way will be found in the near future to rehabilitate China's currency and such a consummation is devoutly to be desired.

LOCAL AND GENERAL.

THE Greek Chamber by 150 votes to 11 has agreed to convene a National Assembly on September 14 to revise the Constitution.

It is reported that the Ilchinhai, the pro-Japanese society, has decided to revive the amalgamation movement in Korea on an extensive scale.

THE report of a Chinese outbreak throughout the district of Taisihar is causing excitement at Harbin. It is stated that the trouble is due to the enforcement of conscription in Manchuria.

THE cargo of silk shipped on board the s.s. *Aura* which left this port on the 1st February was delivered in Lyons on the 7th instant. The cause of the delay was the floods in France.

Sr. Carlos de Sosa, Consul for Spain at Shanghai, has been created by King Alfonso of Spain, a Chevalier of the Royal Order of Isabel la Catolica, as a mark of special appreciation of services rendered.

FROM Saigon comes news of a destructive fire which broke out in a piece-goods shop on February 15, and caught some other shops. It took three hours for the engines to master the flames. The damage, estimated at over \$140,000, is nearly all covered by insurance.

INSPECTOR Langley, of the Water Police, this morning prosecuted two seamen belonging to the s.s. *Tijndar* for the alleged theft of two anchors and two lengths of cables from the ship. A marine store dealer was also charged with receiving the stolen property and all the defendants were remanded.

A VISIT to the Tenom Borneo Rubber Co. Estate at Menggata is extremely interesting, observes the *B. N. Herald*. They have 500 acres planted and all the trees are looking very well for their age. The company is increasing the acreage and by the steamer Marudu one hundred Chinese coolies are coming to open up on a large scale.

OF the Java ports, cholera rages the worst at Semarang where the disease has taken a most malignant form, the death rate at one time amounting to over 70 per cent of the patients. The *Batavia Nieuws van Den Dag* remarks that this is not surprising, considering that Semarang is a most unhealthy spot, the drinking water being especially of bad quality.

A LONDON despatch, of 4th inst., states:—The Memorandum which prefaces the Army Estimates dwells on the re-organization of the cavalry and points out that great progress has been made by the Officers' Training Corps. Two large dirigibles, it is stated in the Memorandum, will be available for the use of the Army in the near future.

THE Hon. C. H. Smith, chairman of the New London Borneo Rubber Co., and Sapon Rubber and Tobacco Co., and Mr. F. W. Barker, managing director of the Lanadrop Rubber Estates, Ltd., have returned from North Borneo where they have been to see what is being done in the way of rubber planting and to judge the prospects of various companies.

HONGKONG FIRE INSURANCE COMPANY, LTD.

ANNUAL MEETING.

The forty-first ordinary meeting of shareholders of the Hongkong Fire Insurance Co., Ltd., was held at the offices of the general managers to-day. The Hon. Mr. W. J. Gresson occupied the chair. There were also present:—The Hon. Sir Paul Chater, Messrs. H. P. White, F. Maitland, C. S. Gubbay, (consulting committee), Ho Fook, Wong Leung Him, J. M. E. Machado, O. Osmund, A. H. M. da Silva, A. Turner, D. D. Guzman, and L. N. Leefe (secretary).

The Secretary having read the notice convening the meeting, The Chairman said:—Gentlemen,—The report and accounts have been in your hands for some days, and with your permission, I will follow the usual course, and take them as read. The year 1908, you will have observed from the figures, has proved a most satisfactory one to the company. The slight drop in the premium income was inevitable in consequence of the dulness in trade which was so characteristic a feature of that year, but the losses have kept within very moderate limits. The worst outbreak of fire in this part of the world which has occurred since we last met, was I think unquestionably that of January last in Manila, when damage, estimated at about a quarter of a million pesos was sustained. We fortunately escaped very lightly. You will see from the report how we propose to deal with the profit of \$18,979.30 with which the year closes. In the opinion of your consulting committee it will be of great advantage to institute a reinsurance fund. By its aid the company will be able to take larger lines in those places where experience has shown such a course to be justifiable, and it will be of assistance in our operations at agencies where the company enjoys no local advantages. The successful result of the year 1908 affords us an opportunity of inaugurating such a fund by the appropriation of \$81,553.76 and I hope this proposal will commend itself to you as it has done to the judgment of your board and general managers. We propose to add to the reserve fund \$18,515.54 bringing it to \$1,460,000 and to pay a dividend of \$7 per share. I am glad to say that the first twelve months of 1909 have gone well, and display a recovery in the premium income. Before proposing the adoption of the report and accounts I shall be glad to reply to any questions which shareholders may wish to put.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. A. Turner seconded.

Carried unanimously.

Mr. A. H. M. da Silva moved, and Mr. J. M. E. Machado seconded, that the Hon. Sir Paul Chater, C.M.G., Messrs. White, Maitland and Gubbay be re-elected to the consulting committee.

Agreed.

Mr. C. Osmund moved that Messrs. W. Huton Potts and H. Percy Smith be re-elected auditors.

Mr. Ho Fook seconded.

The motion was agreed to.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants can be had on application to-morrow.

The meeting then ended.

LUSITANO RECREATION CLUB.

ATHLETIC SPORTS.

The Lusitano Recreation Club's athletic sports this year will be under the distinguished patronage of His Excellency Sir Frederick Lugard. The sports will be held at the race course (by kind permission of the stewards of the Hongkong Jockey Club) on Easter Monday, 28th inst., first race to start at 1 p.m. sharp. The list of events is as follows:—

- 1.—120 yards flat race, (handicap).
- 2.—Boys' race, 220 yards (handicap). Open to boys from 10 to 15 years of age.
- 3.—Bicycle race, 1 mile (handicap).
- 4.—100 yards flat race, (Challenge Cup), to be won 3 years in succession.
- 5.—Girls' Race, 100 yards, (handicap). Post entries. Open to girls under 10 years of age.
- 6.—Three-legged race, 100 yards.
- 7.—Bicycle race 2 miles (handicap).
- 8.—Half-a-mile flat race. Post entries: (Open to sailors, soldiers and police).
- 9.—210 yards flat race (championship). Open to all bona fide amateurs in the Colony, under rules of the A. A. A. (post entries).
- 10.—Boys' race, 120 yards, (handicap). Post entries. Open to boys under 10 years.
- 11.—440 yards flat race, (handicap).
- 12.—Sack race, 50 yards.
- 13.—120 yard flat race, (handicap). Open to adults over 40 years.
- 14.—Ladies' nomination.
- 15.—Half-a-mile flat race, (handicap).
- 16.—Team race, 220 yards.
- 17.—120 yards flat race, Heavy weight over 170 lbs. (Handicap) Post entries.
- 18.—Hurdle Race, 120 yards (handicap).
- 19.—Consolation race.

Events 1, 3, 4, 6, 7, 11, 12, 13, 14, 15, 16, 17, 18 open to all gentlemen amateurs who are members or visitors of the Club Lusitano, Club Venetian, Club de Recreio, Catholic Union, Sociedade Philharmonica and Lusitano Recreation Club.

Entrance fee, \$1.00 for events 3, 4, 7, 14 and 17, 50 cents for events 1, 6, 11, 12, 13, 15, 16, 18; or \$5.00 for all events. 20 cents for event 2.

INDUSTRIES OF HONGKONG.

THEIR RISE AND DEVELOPMENT.

(Specially Written for the "Hongkong Telegraph.")

XIII.—RICE MILLING.

Although an adverse fate has befallen the industry of wheat milling as represented by the great work lying idle on the shores of Junk Bay, the rice-milling carried on by the Chinese goes on apace in the Colony, and was perhaps never in a more thriving condition than it enjoys at the present moment. Very few European residents of Hongkong can have any conception of the extent to which rice-milling is pursued in the City of Victoria and its hinterland villages of the New Territory. Unlike Bangkok, for instance, Hongkong cannot boast of great substantial rice works fitted up with modern machinery driven by steam engines of large capacity, or by water power such as is employed largely in Great Britain in the milling trade. On the contrary the rice mills here are so segregated and hidden away that their existence is hardly apparent, and unless one knows where to look for them, their presence might easily be overlooked.

These rice mills may be found in the most unlikely spots, sometimes in the very midst of the town among a teeming population and sometimes in more suitable situations provided by outlying villages and hamlets both on the island and on the Kowloon side.

IN HONGKONG, the mills are mostly to be met with in the low levels towards West Point, principally of the Praya and in Des Vaux Road, and as a general rule they are stationed on the ground floors of converted shop-houses, capable of accommodating about twenty separate mills.

Each mill is worked by one man. In its construction and the method of its propulsion the Chinese rice mill is a contrivance that certainly might have laid claim to ingenuity of construction some thousands of years ago, in the days, for example, when a tree fell across a river constituted a bridge in the eyes of primitive man and quite satisfied his requirements for transporation purposes.

But in these days of engineering developments, it is nothing short of surprising to see such gear at work as that which has served Chinese needs for so many centuries, whilst a stone's throw away one can find in full swing industrial establishments equipped with mighty installations of machinery that would do, no discredit to the most advanced engineering institutions on the Thames, the Tyne, or the Clyde.

IN CONSTRUCTION.

The Chinese rice mill is not at all after the fashion that is even now considered primitive in Europe, for it does not embrace the use of mill-stones of Biblical significance or the old hand-worked mortar-and-pestle arrangement styled in ancient days a quinn—a mortar-and-pestle sort of contrivance that ground the corn into flour or meal. Instead, the Chinese mill is built on the treadle principle and is worked much after the fashion that can be seen on the West River and Canton River flat-bottomed ferry-boats, this illustration being used as fairly apt, as the latter must at some time or other have been the object of notice amongst European passengers by the river steamers.

The mill consists of a framework of wood, and the crusher is a heavy piece of granite attached to the opposite end of the lever on which the operator stands and which is elevated and allowed to drop by turns as he places the weight of his body on one flange or the other of the lever. When, by pressing forward with his left foot, the workman raises the granite block to its utmost altitude, it is some eight inches or two feet above the level of the grain, and when the lever is released by the throwing back of the body's weight on to the other treadle the stone block comes down with great force into the stone tubs below, filled with rice ready to be ground. As the granite weight descends every two seconds or so, the grain is pulverised into flour, and, at a given signal—from the No. 1 man—of the coolie gang, the treadmill business is suspended, and each workman proceeds to take out from his tub the rice which has been under treatment. This is done by means of little

WOODEN PAILS, from which the partially ground product is transferred into very fine bamboo sieves in which it is shaken to and fro and the resultant flour deposited in convenient receptacles placed below.

After the contents of each grinding tub have been riddled, the coarse grain still remaining is thrown back into it and the grinding process is continued until the rice has been reduced by pulverisation to the consistency of a fine flour. This method of flour manufacture as above described cannot be styled as primitive, but at the same time the Chinese claim that it is a cheaper way of working in this part of the world than the employment of modern European appliances can secure.

That the labourer and artisan may be implicated from the fact that even in such chilly weather as we have been suffering from in Hongkong of late weeks, the coolies work with no clothing on, unless a breech-cloth may be so described; and even then their streaming bodies show the strenuous exertions that they have to exercise in working the mills. As a protection against the fine dust getting into the queue, the coolies wear head cloths also. The spectacle of twenty or thirty coolies all working at the treadmill is at one and the same time—their bodies glistening with perspiration—one not easily to be forgotten; and when one comes to realise how many hundreds of Chinese are employed in this industry in Hongkong, one cannot but help the feeling that considering the arduous nature of the work falling upon each individual, his daily pittance is dearly earned in comparison with most of the other classes who go to make up the great mass who are best described in their own phrase—"sellers of their strength."

Most of the finished product that comes from the Hongkong rice mills is used for local consumption. Only a small portion is sold to be exported and that portion is not sent to distant parts by any means, as the place is sufficiently served by Canton and Bangkok. As the years progress, however, and the Colony extends in area and population, the rice milling industry of Hongkong promises to become one of the most important amongst our local industries; and in some quarters both Chinese and Europeans join in the view that at no distant date such an amalgamation may emerge as will serve to put the millers on an up-to-date basis, level with the rest of the grain-milling world.

EX-COOK MAKES A BIG HAUL.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, Inspector Langley, of the Tsim-tsa-tui Water Police Station, told the story of an extensive jewel robbery on the 8th February last, at No. 3, Lochiel Terrace. It appears that the defendant prior to the robbery had been a cook's boy in the employ of Mrs. M. Liddell and just before the burglary was committed had been dismissed by his mistress from her service. Doubtless being well acquainted with the inside of the household, the ex-cook is alleged to have visited the house while the inmates were absent and from the bed-room stole about \$700 worth of jewellery, with which he made off by way of the dining-room. The man then proceeded to adjoining apartments, the residence of Miss. Suberland, and stole therefrom two gold rings and a gold bracelet to the value of £170. The thief shortly afterwards proceeded to Macao, where he sought to conceal his identity, but on the institution of extradition proceedings by the Hongkong Police, he was yesterday brought over to Hongkong and this morning was committed for trial at the next Criminal Sessions. Through the efforts of the Police, part of the stolen property has since been recovered. A word of praise is due to the Police for their smart capture, as lately the doings of the Colony's dregs have been a thorn in the side of peaceful residents.

HONGKONG HOCKEY CHALLENGE CUP.

HONGKONG HOCKEY CLUB vs. 105TH MAHARATAS.

This match was decided yesterday at 5 p.m. on the H. K. H. C. ground before a large gathering of interested spectators. The game was a fast one. In the early part of the first half the Club did well, Carter opening the scoring for them. A few more attempts were then made, but all went too wide. The score remained one all for a long while. The Maharattas throughout were far too fast for the Club. Before the whistle sounded for half time the Maharattas scored 2 goals. The scores were:—

Maharattas 2

H. K. H. C. 1

In the second half, play was very even and fast. Both teams tried many a time to score, but the backs seemed to be too good, especially those of the Maharattas, as they very seldom allowed the ball to pass them. No score was added for a long while and ten minutes before time the ball was in a dangerous position in front of the Club's goal and this tempted the goalkeeper to rush out to effect a save when he was a bit too slow and the ball was passed to the left-wing man who sent in a stinger before the goalkeeper had time to reach the goal. The scores were:—

Maharattas 3

H. K. H. C. 1

CANTON DAY BY DAY.

CHARITABLE BAZAAR.

[From Our Own Correspondent.]

Canton, 8th March. For the last two days hundreds of people of all classes visited the charitable bazaar and on the 1st day, the 6th instant, \$1,650 was collected from the patrons and \$1,938 on the following day, for the benefit of the Canton Fong Pin Hospital. The British and American Tobacco Company also kindly presented a handsome gift in the form of a quantity of various kinds of cigarettes as well as their Chinese picture calendars to the bazaar committee, and a large sum of money was realised from the sale of these articles. It is remarkable to note the spontaneous charity on the part of several ladies and gentlemen who contributed \$100 each simply for a bottle of aerated water or a cup of milk, or for a little picture, etc. Many other generous persons donated sums of \$50 each for articles of no intrinsic value.

BLACKMAIL.

The comrades of the steamers *Saiman* and *Nanning* trading on the West River are reported to have received blackmailing letters from robbers who demanded a sum of 2,000 taels. In the letters, it was stated that if the amount demanded be not forthcoming, the writers of the letter will not fail to do harm to the recipients. The matter has been reported to the local officials.

MILITARY STUDENTS.

Seventy students, who have completed their course of study in the Canton Military College, left for the Kiang-shan Military College yesterday for a further course of three years' study.

YUMCHOW AND LIMCHOW.

The recent disturbances in the prefectures of Yumchow and Limchow have been entirely suppressed and everything has resumed its normal aspect. The commander of the Government troops there, Taotai Kwok Yan Chang, arrived here yesterday to report the matter to the Viceroy.

CANTON-HANKOW RAILWAY.

The Canton-Hankow Railway Company received a telegram on the 6th instant from the Ministry of Posts and Communications at Peking with instructions that the collection of the second call on the shares of the company should be concluded on the 20th day of the 3rd moon (19th April next) at the latest without any further extension of period.

On Monday, 14th ult. Mr. G. E. Morrell of the firm of Messrs. Golding, Barlow and Morrell left for Hongkong by s.s. *Borneo*. During his stay of a little over a year in Borneo, Mr. Morrell has taken an active part in all our sports and social functions. During the six months Mr. Morrell has, unfortunately, been in very indifferent health and we regret that it is chiefly owing to this reason that he has been obliged to return to Hongkong on a visit for England. G. E. Morrell.

ALLEGED ARMED ROBBERY CHARGED.**DISCOVERY OF A LOADED REVOLVER**

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this afternoon, two men were arraigned on charges of assaulting with intent to murder, carrying arms, to wit, a revolver, dagger and fighting iron at night and carrying arms without a permit from the Captain Superintendent of Police. Inspector A. Langley, of the Water-Police, prosecuted, and Mr. P. S. Dixon, from Mr. R. A. Harding's Office, appeared for the defendants.

From the facts related by the Police, it appears that shortly after seven o'clock on the 17th February last, as Mr. F. Drew of 7, L'chiel Terrace, was returning home, he saw two men outside his house, who appeared to him suspicious. He went to see Mr. T. Hunter, his neighbour, whom he requested to keep watch from his house and intimated that in the meantime would watch from his house to see if the men would return. Mr. Hunter did as requested and after a few minutes, he heard his boy shout "Save life!" and he went to his assistance. As he emerged outside the house through the front door, he saw one of two men running away and gave chase and soon overhauled him. Mr. Drew in the meantime heard Mrs. Hunter shout "Run! Run! Do catch him! Don't let him go!" and he proceeded to tackle the second man. A slight bruise was found on the boy's back and subsequently a revolver was picked up by Mr. Hunter, who found that all the chambers had been loaded. One of the defendants was previously in Mr. Hunter's employ and on being arrested both men were handed over into Police custody.

Mr. T. Hunter was called into the witness-box.

Mr. Dixon:—Don't you think it rather funny that the assault was committed and nobody saw it?

Witness:—I don't think it was funny at all. Did you say that you picked up the loaded revolver?

But it has been stated in evidence that Mr. Drew picked up the revolver?—That's quite immaterial.

I suppose you ran after the defendant when you saw him?—I did.

You ran for amusement?—Not for amusement. I ran to catch the man. There is nothing extraordinary in that.

Mr. Dixon:—Don't you think it rather curious that nobody saw the assault?

Witness:—Why should it be curious? The men may have been able to run away quicker than we could get on to the veranah on hearing the boy's cries. Now, tell me, would you have been able to see the assault from the dining-room? I think it is a ridiculous question to ask.

Mr. Dixon (Pointing to a water-pipe):—Does that water-pipe belong to your house?—I haven't seen that water-pipe at all. I have lived at that house for one year and our water-pipe is not a bit like it.

Other evidence was also taken and in the course of the afternoon two of the charges were dropped. His Worship remarking that the defendants would have to answer the charge of carrying arms without a permit from the Captain Superintendent of Police.

The case was remanded, bail being allowed in the sum of \$250 each.

CLAIM FOR BOARD AND LODGING.**EUR'PEAN BRINGS ACTION AGAINST BROTHER-IN-LAW.**

Before Mr. Justice Gompertz, Puisne Judge, in the Summary Court this afternoon, G. Rudow, an interpreter in the service of Messrs. Thos. Cook and Son, filed a suit against J. Lafferty, a mechanic in the Taikeon Dock, to recover the sum of \$33, being amount due for board and lodging and other advances. Mr. Len. d'Almeida, of Messrs. Goldring, Barlow & Correll, appeared for the plaintiff and Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, was for the defendant.

Mr. d'Almeida stated that his Lordship would notice that the claim appeared on the writ of summons as \$450. The claim included \$50 a month for board and lodging from June 1st, 1909, to February 1st, 1910, a \$7 fine paid by the plaintiff at the request of the defendant and \$15 for money lent. The sum of \$50 was paid into Court, which brought the claim to \$332. The facts of the case briefly put were that the plaintiff about two years ago lived with defendant's sister and in September last year married her, which was a month previous to her death, which occurred after a serious illness. Defendant was out of employment for some considerable time and in June last was taken by the plaintiff as a lodger at \$50 a month. The arrangement was that the money should be paid by the plaintiff till the defendant was able to obtain employment and that the plaintiff should have the amount refunded to him as soon as the defendant obtained work. He subsequently obtained employment and paid \$50 on account.

Evidence having been called, judgment was entered for the plaintiff for \$57.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Colonial Government	\$300
Hongkong & Whampoa Dock Co.	100
V.	25
Hon. Mr. E. Osborne	20
W. Murray Scott	20
A. Shaw	10
W. Dickson	10
The Pharmacy	10
A. Rodger	10
B. E. & A. K.	5
W. L. H.	5

THE RUBBER BOOM.**EMPHATIC WARNING AGAINST THE MAD GAMBLE.****WHEN WILL THE SLUMP BEGIN.**

Truth, of February 2, prints the following:—My oft repeated surmise and expectation of a boom in rubber shares and investments is now being realized on the stock exchange and in Mincing Lane to a degree beyond belief. Shares of two shillings each in companies not yet ten years old are standing at premiums of over 1,500 and 2,000 percent with every prospect of rising considerably higher. This boom has not sprung up in a night; it has been silently and progressively established by the immense world-demand for rubber and by the peculiar position of the industry and its limitations. Truth has done as much as any journal in directing investment into this most profitable channel for the benefit of its readers, but though I still believe that prosperity of an abundant and wonderful kind remains to be achieved, yet I must utter an emphatic warning against the mad gamble now in progress.

CHIEF FACTOR OF THE BOOM.

First let it be clearly understood that this boom has not been created through market manipulation or by professional riggers or speculators. It has grown up in spite of the determined efforts of Mincing Lane to prevent share gambling and to discourage company-mongering. The chief factor has been the phenomenal rise in the price of raw rubber, added to the wonderful profits obtainable from plantations skillfully planted and administered. When one realizes that rubber can be marketed at 2s. 1d. per lb., and has been sold at a profit of 7s. and 8s. per lb., or nearly £1,000 per ton, the huge dividends paid by the old-established estates are readily comprehended. South African gold mines making a profit of 5s. per ton of ore handled can pay substantial dividends, but the capital outlay is enormous, and the expenses of upkeep, development, and mining are colossal. The Selangor Rubber Company has only an issued capital of £30,000 in 2s. shares, now quoted at 4s., or the equivalent of £22, and its profits for 1909 are estimated at nearly £100,000—more than 300 per cent. on the shares capital. Gold, diamond, and copper mining have no such rewards to offer for so limited an outlay, and the risks are infinitesimal. The turn of a miner's pick may reveal that the reef has disappeared, but the rubber tree steadily increases its output of latex, and becomes an appreciating asset instead of a vanishing one. The influxes of the Congo, too, by the destruction of rubber forests, limited the world's wild rubber supply and gave plantation rubber its opportunity. The article produced is of higher merit than the wild product, and the demand for cultivated rubber must and will increase, stimulated as it is by the phenomenal expansion of rubber manufactures. The motor and taxi-cab demands already account for a coming increase of 20,000 tons in the 1910-11 trade, while the world's production of rubber last year was only 75,000 tons, which was only 5,000 tons above the 1908 output. In 1908 plantation rubber fell to 2s. 9d. per lb., but never fell below 2s. during 1909, and rose as high as 9s. 3d. To-day it is 8s. 2d. per lb., and experts declare that 10s. will be reached before September.

DIVERTING CAPITAL.

Therefore it may be conceded that there is no industry, which to-day presents such prospects and possibilities as rubber does. Although in its early stages, the Middle East owed its success to the enterprise and ability of certain planters and financiers, the creation of joint stock concerns has admitted the public to share in the marvellous profits. The advantages are now becoming known, and the rush to participate has brought in an overwhelming amount of capital, which is directed into a narrow channel of some thirty to fifty active companies. The result is apparent in the share lists, as can be seen from this list of active stocks showing the appreciation which has occurred during seven months:—

Price	July 1, 1909	Jan. 29, 1910	Rise per Share
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Anglo-Malay	13/6	21/	8/6
Bukit Rajah	8 1/2	10 1/2	20
Kuala Lumpur	2 1/2	6 1/2	40
Malacca Prefs.	4	9 1/2	11 1/2
Linggi	23/	36/	13
Selangor	27/6	43/6	16
Vallambrosa	23/	37/6	14 1/2
L. Sumatra	1/2 prem.	2 1/2 prem.	40

In other words, and without allowing for the handsome dividends paid, an investment of £2,000 spread over this group would be worth over £3,700 to-day. The appreciation set in rapidly at Christmas, and has continued at an alarming rate ever since; and it is only reasonable to imagine that a severe reaction must ensue. But the question arises, when will the slump begin? Frankly, I cannot discern any general setback accompanied by apathy and neglect. Apart from the new world of buyers, which was called in by last autumn's balance-sheets, and is now increasing daily, we are on the eve of greater developments. The Linggi bonus in Kamuning shares, the commencement of the American trade sales next month, the probability of a 2s. per lb. rise in the raw article, and the appearance of phenomenal balance-sheets from May onwards will advertise in clarion tones the rewards and prizes of this exceptional industry.

TRUUBLE IN 1913.

But there is madness in the rubber market. The folk who rush in to buy 2s. shares at the relative prices of £12, £18, £27 for the pound share are preparing trouble, disillusionment, and heavy loss in the future. New companies appear each day based on acreage valuation of £20 to £30, while the buyer of Selangor shares at to-day's price is giving over £400 per acre for the estate. I do not say that Selangor, Linggi, Anglo-Malays and Oclay will not rise to higher levels, but it will not be on merits; it will be because the silly public is mad. The rubber industry is safe this year, and for 1911 and 1912, but from 1913 trouble will begin, and many companies will go to the wall. There is no cause for panic; you need not clear out of the market; but I do advise judgment, caution, and the application of commonsense rules to rubber investments. The fact that Bukit Rajah are standing at less than half the price of Selangor, because they have not split their shares into 2s. counters, is plain evidence of the irrational tricks of the rubber market. Shares that cannot pay dividends for two or three years are standing at 200 to 500 per cent. premium; and their shareholders must lose money. The fact that there cannot be any serious break in the price of the article this year only accentuates the danger of extravagant buying; but when the fall begins, the downward career of many shares will be abysmal.

OBSERVATIONS.

Next week, I shall enter into closer details of the position of certain properties. So to-day, I close with a few general observations. First, Selangor are likely to pay 6s. dividends for 1909, of which 2s. 6d. has already been paid; but assuming that this record can be maintained for three years, the present price is getting perilously inflated, and I think at 45s. to 50s. shareholders should be content, and should sell. Linggi may touch 40s. on the bourse, and should be sold. Anglo-Malays at 25s., Oclay and Vallambrosa at 35s. are overvalued. Bukit, Malacca, Batu Tiga, Highlands, Langkat Sumatra, Sakong and Sumatra Para are relatively cheap, and will share substantially during the continuance of the boom. The speculative group of huge areas, freehold estates, and great possibilities, such as Mabira, Jaquid, Madagascar, and some of the big Borneo plantations will be found more profitable and immediately remunerative. There also remains the trust group of company promoting and financing concerns, which will do well when individual companies fall into trouble; in fact, may benefit by such trouble. These are Rubber Plantation Trusts, 20s. paid shares at 20s. premium; City Association A, 20s. shares at 30s.; Eastern Trusts, 7s. 6d. paid at 2s. 6d. premium; and the 4s. fully-paid shares at 4s. 6d. of the London Venture Corporation, which is taking a leading part in the direction and control of the best rubber properties.

INTERPORT POLO.**MANILA VS HONGKONG.**

The Interport polo match between teams representing Manila and Hongkong took place yesterday afternoon at the Polo Ground, Causeway Bay, before a large gathering of spectators among whom was His Excellency the Governor. The band of the Buffs, under Bandmaster Hewitt, was present and played selections during the afternoon.

The teams were as follows:—
Hongkong:—No. 1, Lieut. Green; No. 2, Capt. Bell; No. 3, Lieut. Crookenden; No. 4, Mr. J. Johnston.
Manila:—No. 1, Capt. Mitchell; No. 2, Lieut. Swift; No. 3, Mr. Bowditch; No. 4, Lieut. Armstrong.

The home team opened the game and many opportunities they had of scoring which were missed. Crookenden opened the score for Hongkong from an excellent pass by Green. Johnston then had a try but sent the ball too wide. The whistle then sounded with Hongkong 1; Manila 0.

At the commencement of the second chukka it looked as if the Visitors would have the home team. With the ball well placed to Mitchell, who was ahead, an attempt was made to score, when Johnston drove up in excellent style and secured the ball. This player followed it up and missed the goal by a small margin. The play was going on for a while when Bell got possession of the ball and scored a magnificent shot, before the whistle went, thus placing 2 up and Manila 0.

In the third chukka it could be seen that Hongkong had matters well in hand. The local team pressed all through, and scored twice, by Crookenden and Bell, respectively. At this stage the score stood as follows: Hongkong 4; Manila 0.

The fourth chukka was the most interesting one of all. In an offside hit Johnston placed the ball well to Bell who scored the fifth goal. After this the Manila team started to score and put in two good shots, one by Bell and the other by Bowditch. The whistle now sounded with the scores, Hongkong 5; with Manila 2.

In the fifth chukka Hongkong had Manila every time, and Bell and Crookenden each scored a goal, totalling for the home team 7 up, Manila 2.

In the last chukka two more points were scored by the home team, this was effected by Crookenden and Johnston. Both teams now tried hard to do more scoring, but nothing eventuated, and the final scores were:—
Hongkong 9
Manila 4

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 9th at 12.5 p.m.—The barometer has risen generally, particularly over N. China and Japan.

A high pressure area is lying over N. China and the Yellow Sea, and pressure is relatively low over the Pacific to the E. of Japan, and over the S. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

FORECAST.
1.—Hongkong and Neighbourhood, N.E. winds, fresh to strong; cloudy, some rain.

2.—Formosa, Changhai, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamook, Same as No. 1.

4.—South coast of China between Hongkong and Hainan, Same as No. 1.

To-day's Advertisement.**AMERICAN AND MANCHURIAN LINE.****NOTICE TO CONSIGNEES.****FROM NEW YORK.****THE Steamship**

"KARONGA,"
Captain Leslie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th March, 1910. [235]

"MANCHURIA" PLACED IN DRYDOCK.

A telegram from San Francisco dated February 7 says:

The steamship *Manchuria* of the Pacific Mail line will be docked at Hunter's point Friday, when a survey will be made to determine the amount of damage done when she ran aground between Kobe and Nagasaki the night of January 8th. So far as has been found there is no damage to the cargo, and it is possible that there is no damage to the vessel. However, in order to protect the insurance the big liner will be placed in dry dock and an investigation made.

The steamship ran aground seventy-six miles south of Nagasaki. The night was hazy and the shore line indistinct. There were many Japanese junks in the vicinity of the steamship, and it was with difficulty that the liner was worked along to avoid them. The utmost care had to be taken by Captain Andrew Dixon to avoid running them down, as the Japanese in charge of the junks made no effort to keep out of the way of the steamship.

Because of the fact that the shore line was indistinct, owing to the hazy weather, the vessel got too far ashore. The red light at Corbett's Bank was mistaken for a red light on a junk and the liner went ashore. The engines were reversed before the liner struck, and for that reason the steamship did not strike hard. It was forty minutes later when she was floated.

On board the *Manchuria* it was denied by the first officer that the vessel had been damaged by running aground or that there had been any accident of importance.

At the Pacific Mail Steamship Company's offices in the Flood building A. C. Frey of the company said that a report of the accident had been received.

"We do not anticipate there will be any damage to the vessel found," he said. "However, to protect the insurance we deem it advisable to send the *Manchuria* to the dry-dock at Hunter's point, which will be done Friday. There was no damage to the cargo. As the steamship struck while the engines were reversed, it is doubtful if there is any damage."

Events Coming.**Thursday, 10th March.**

China Fire Insurance Company, Limited, Annual Meeting, at 3, Queen's Road Central, 11 a.m.

Geo. P. Lammet Auction sale of Chinese Curios, 2.30 p.m.

Legislative Council Meeting, 2.30 p.m.

Friday, 11th March.

Geo. P. Lammet Auction sale of shop furniture at 57 and 59 Queen's Road Central, 11 a.m.

Institution of Engineers and Shipbuilders of Hongkong, Annual Dinner, at Hongkong Hotel, 8 p.m.

Hughes and Hough Auction sale of ponies Kennedy's Stables, 3.30 p.m.

Hongkong Football Shield Final, Buffs vs Naval Vard, 4 p.m.

Boxing "Bill Lewis" vs "Battling Simms," City Hall.

Monday, 14th March.

Hughes and Hough Auction sale of Leasehold Property, noon.

Tuesday, 15th March.

China Borneo Company Limited, Annual Meeting, at St. George's Building, noon.

Friday, 18th March.

Hughes and Hough Auction sale of furniture at "Ian Mor" Peak Road, 2 p.m.

Bandmann Opera Co., "The Arcadians," City Hall, 9 p.m.

Saturday, 19th March.

Hughes and Hough Auction sale of Jewellery, 10.45 a.m.

Green Island Cement Company annual meeting, at St. George's Building, 11.30 a.m.

Hughes and Hough Auction sale of furniture at "Ian Mor" Peak Road, 2 p.m.

Hongkong Volunteer Corps, Annual Inspection, at Causeway Bay.

Bandmann Opera Co., "The Arcadians," City Hall, 9 p.m.

Sunday, 20th March.

Boxing Tournament at Belle View Stadium.

Monday, 21st March.

Bandmann Opera Co., "Our Miss Gibbs," City Hall, 9 p.m.

Intimations.**SAUSAGES**

OWN MAKE
EXCELLENT and DELICIOUS.

Pure Pork

AND

Beef Sausages

at 35 cents & 25 cents

per lb.

THE DAIRY FARM Co., Ltd.

Hongkong, 12th February, 1910. [35]

ASAHI**BEER****SAPPORO****BEER**

TO BE OBTAINED

FROM ALL WINE DEALERS

[34]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$56 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
—HONGKONG, 20th December 1909.

[39]

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

FIRST APPEARANCE IN HONGKONG

OF
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AND
Miss ADA KING in HER NEW REPERTOIRE.

EXCELLENT FILMS. DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 8th March, 1910. [30]

CLARETS & SHERRIES.**BEST VALUE GIVEN.**

Medoc, St. Emilion, St. Julien, St. Estephe,

Ch. Larose, Ch. Mouton Rothschild.

Manzanilla, Amoroso, Fino Seco, Amontillado, Vino de Pasto, Grand Old

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H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road.

Telephone 135.

Wednesday 9th March, 1910.

[34]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 3 TO 7 DAYS OCEAN TRAVEL.

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"EMPRESS OF JAPAN" SATURDAY, MAR. 20TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 23RD.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF CHINA" SATURDAY, JUNE 26TH.	"ALLAN LINE" FRIDAY, JULY 23RD.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

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HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £13.

Via New York £15.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDUCK, General Traffic Agent,

Corner Poddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALOUTTA, NAMSANG		THURSDAY, 10th Mar., Noon.
MANILA		YUENSANG, FRIDAY, 11th Mar., 4 P.M.
SHANGHAI		CHOYANG, SUNDAY, 13th Mar., Daylight.
S'GAPORE, PENANG & CALOUTTA, LAISANG		TUESDAY, 15th Mar., Noon.
MANILA		LOONGSANG, FRIDAY, 18th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI		FOOSANG, FRIDAY, 1st April, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang*, and *Fookong* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 6th March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SINGAN"	10th Mar., 9 A.M.
AMOI, MANILA, OEBU & ILOILO	"KAIPOH"	10th " 4 P.M.
SHANGHAI	"ANHUI"	10th " 4 P.M.
WEIHAIWEI, CHEFOO & NCHWANG	"NANOHANG"	12th " 4 P.M.
SHANGHAI	"CHINHUA"	13th " Daylight.
MANILA	"FEAN"	15th " 3 P.M.
SHANGHAI	"CHENAN"	17th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	18th " 4 P.M.
SHANGHAI	"LIMAN"	20th " Daylight.
MANILA	"TAKING"	22nd " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SEANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhai*, *Chowen*, *Linsen*, *Chienhai*)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers (and passengers) to Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 16, Hongkong, 9th March, 1910.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
CAIRO	2540	R. Rodger	MANILA	SATURDAY, 12th Mar., at Noon.
RUBI	2540	A. Fraser	"	SATURDAY, 19th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Telephone No. 715 Hongkong, 7th March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cuddy, will be despatched as above about 1st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGAN HIRE"

Captain H. G. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 23rd March, at Noon.
Do	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOOSHOW	"BUJUN MARU" Captain Y. Fushino	THURSDAY, 10th Mar., at Daylight.
TAMSUI, SWATOW & AMOI.	"DAIGO MARU" Capt. H. Murayama	SUNDAY, 13th Mar., at 10 A.M.
ANPING via SWATOW and AMOI	"SOSHU MARU" Captain T. Sugl	WEDNESDAY, 16th Mar., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 6th March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000 "KANAGAWA MARU," Capt. I. Nagao, Tons 7000 "HI ACHI MARU," Capt. N. Matsumoto, Tons 7000 "MIYASAKI MARU," Capt. T. Murai, Tons 9000	WEDNESDAY, 16th Mar., at Daylight. WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight.

VICTORIA, B.C., & SEATTLE
"KAMAKURA MARU," Capt. K. Kori, Tons 6500. SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C., & SEATTLE
Via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA
"AWA MARU," Capt. S. Ishikawa, Tons 7000. TUESDAY, 29th Mar., at Noon.
"INABA MARU," Capt. K. Kawata, Tons 7000. TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE
Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE
"KUMANO MARU," Capt. M. Winkler, Tons 6000. FRIDAY, 18th Mar., at Noon.
"YAWATA MARU," Capt. T. Sakine, Tons 5000. FRIDAY, 15th April, at Noon.

SHANGHAI, MOJI AND KOBE
"TETOROYU MARU," Capt. A. Keith, Tons 5000. WEDNESDAY, 16th March.

KOBE and YOKOHAMA
"IYO MARU," Capt. T. Harrison, Tons 7000. TUESDAY, 15th March, at Noon.
"KITAWO MARU," Capt. E. Cope, Tons 9000. THURSDAY, 17th March, at Noon.

NAGASAKI, KOBE and YOKOHAMA
"YAWATA MARU," Capt. T. Sakine, Tons 5000. WEDNESDAY, 16th Mar., at Noon.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUBUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA"

Captain J. D. Andrews, R.N.R., carrying His Majesty's mails, will be despatched from this office for LONDON DIRECT call at BOMBAY for Passenger and Mails on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Kumeric	6,325	J. Mathie	19th March
Americ	4,150	J. Boyd	7th April
Svevia	4,657	F. W. Davies	11th May
Kumeric	6,325	J. Mathie	5th July

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

NAVIGAZIONE GENERALE ITALIANA. (Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Diol, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 4th March, 1910.

"INDRA" LINE OF STEAMERS, LIMITED.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"INDRAVELLI"

Captain Flicher, will be despatched as above on or about 16th March.

For Freight, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd February, 1910.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship

"

For further particulars apply to

F. A. LAPICQUE & CO., Agents at Hongkong.

No. 4 Queen's Building, Telephone 930.

Hongkong, 26th January, 1910.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SIKH" On 29th March.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 8th March, 1910.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1910.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 59, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 15th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August 1909.

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SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,007,819	{2.5/- for half year ending 31.12.09 @ .05 1/9 = \$15.11	4 %	{560 sellers London £88.10 ex div.
National Bank of China, Limited	90,025	7	6	{ 4,000 \$3,000 }	\$30,552	\$2 (London 5/6) for 1908	...	\$73 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	none	\$10 for 1908	7 %	\$165 buyers
North China Insurance Company, Ltd.	10,000	15	15	{ Tls. 221,000 Tls. 221,000 Tls. 221,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 114 buyers
Union Insurance Society of Canton	12,400	\$350	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,404.9	{Final of \$17 making \$47 for 1907 and interim of \$30 for 1908.	5 1/2 %	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,787	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE.								
China Fire Insurance Company,	70,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$375,841	\$6 and bonus \$2 for 1907	7 %	\$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$168,711	\$27 for 1907	8 %	\$361 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$7,000 \$7,000 }	\$1,915	\$1 for 1906	...	\$71 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	NIL	24 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Swatow Steamship Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$10,766	Final of \$12 for account 1910.	8 %	\$301 ex div. s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	15	15	{ \$10,000 \$10,000 \$10,000 }	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$63 buyers
Do. Do. (Deferred)	50,000	15	15	{ \$10,000 \$10,000 \$10,000 }	£13,755	{3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 2/- for ac. '09	5 %	77 1/2 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$68,817	{1.00 for year ending 10.4.1909	4 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000 }	\$3,121	{0.50 for year ending 10.4.1909	3 1/2 %	\$141
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$350,000 \$350,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$167 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ none none none }	Dr. \$135,891	\$3 for 1897	...	\$31 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 600 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Pa. 1	{ £175,000 £175,000 £175,000 }	£1.48	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 sales Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none none none }	none	Final year	...	...
Raub Australian Gold Mining Company, Limited	150,000	1	18 1/2	{ £4.78 £4.78 £4.78 }	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$61
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,000 \$18,000 \$18,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$150,000 \$150,000 \$150,000 }	\$50,101	None	...	\$61
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	\$138,715	Interim of \$14 for account 1909	...	\$67 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 5,000,000 Tls. 5,000,000 Tls. 5,000,000 }	Tls. 6,261	Interim of Tls. 21 for 1910	6 1/2 %	Tls. 81 1/2
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 1	Tls. 100	{ Tls. 185,000 Tls. 185,000 Tls. 185,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 103 sales \$16 buyers
Central Stores, Limited	50,123	\$15	\$50	{ \$1,500 \$1,500 \$1,500 }	\$24,841	\$1.20 on old and 60 cents on first new issue	...	\$110 buyers
Hongkong Hotel Company, Limited	8,000	\$5	\$5	{ \$40,000 \$40,000 \$40,000 }	\$19,272	{Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$80 new buyers \$102
Hongkong Land Investment and Agency Co., Ltd.	150,000	\$1	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$27.9.1	45 cents for 1909	6 %	\$74 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,471	\$2 1/2 for 1909	5 %	\$27 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ Tls. 1,500,045 Tls. 1,500,000 Tls. 1,500,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 107 s.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 142,404	Final of 11.82 for account 1909	8 1/2 %	\$42 1/2 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none none none }	\$1,058	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	11.10.92	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 134
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$9,551	50 cents for year ending 31.7.08	...	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 7 1/2 for year ending 31.7.06	...	Tls. 66 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ none none none }	Tls. 4,829	Tls. 6 for 1909	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 5.0	{ Tls. 11,172 Tls. 11,172 Tls. 11,172 }	Tls. 15,911	Tls. 50 for 1906	...	Tls. 180
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	{ £1,500 £1,500 £1,500 }	£648	15 % per share for 1908	10 %	\$10
China-Hormo Company, Limited	60,000	\$12	\$12	{ \$40,000 \$40,000 \$40,000 }	NIL	\$1.20 for 1908	...	\$10 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none none none }	\$61,138	50 cents for year ended 28.2.06	...	\$61 sellers
Do. Do. special shares	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,407	80 cents for 1909	8 1/2 %	\$81 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,891	\$1.20 for year ending 31.7.09	8 1/2 %	\$18 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000 \$1,000 }	\$1,891	Interim of 35 cents for account 1909	10 %	\$7 1/2 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$15,000 \$15,000 \$15,000 }	\$3,756	85 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ none none none }	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none none none }	\$5,195	Final of \$8 for 1909	10 %	\$167 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	\$8790	Final of \$1 making in all \$1 for 1909	8 1/2 %	\$11 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$20,000 \$20,000 \$20,000 }	Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,060 s.
Maatschappij tot Exploitatie van Landsbouwen in de Oost-Indië, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 147,500 Tls. 147,500 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 \$20,000 \$20,000 }	\$1,204	None	3 %	\$10 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none none none }	Pa. 18,640	None	...	...
Philippine Company, Limited	75,000	\$10	\$10	{ none none none }	...	...	...	...
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 14,810 Tls. 14,810 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 157 1/2 s.
South China Morning Post, Limited	6,000	\$35	\$35	{ none none none }	Dr. \$31,096	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$35	\$5	{ none none none }	\$63	40 cents for year ending 31.5.09	8 %	\$48 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none none none }	\$172	80 cents for year ending 31.12.03	5 %	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$40,000 \$40,000 \$40,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	{ none none none }	\$781	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
RUBBERS.								
Allagar Rubber Estates	750,000	2 1/2	2 1/2	{ none none none }	none	None	...	7/6
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	{ none none none }	none	Interim of 6d. for account 1909	...	32/- sales
Balgownie Rubber Estate, Limited	25,000	\$10	\$10	{ \$7,400 \$7,400 \$7,400 }	\$12,05	45 % interim for 1909	...	\$170
Castlefield Rubber Estate, Limited	35,000	1	1	{ none none none }	none	2/6 for 1909	...	154/6
Damansara (Selangor) Rubber Co.	110,000	1	1	{ none none none }	none	None	...	157/6
Golconda Malay Rubber Co.	80,000	1	1	{ none none none }	none	7 1/2 % 2nd interim for 1909	...	nominal
Highland & Lowland Para Rubber Co. (fully paid)	18,454	1	1	{ none none none }	none	None	...	7/6
Do. do. (contributory)	123,546	1	1	{ none none none }	none	None	...	nominal
Kamuning (Perak) Rubber Tio & Co.	105,000	2 1/2	2 1/2	{ none none none }	none	20 % for year ending 31.6.08	...	nominal
Do. do. A-Shares	180,000	1	1	{ none none none }	none	Interim of 40 % = 2d. for account 1909	...	nominal
Do. do. B-Shares	900,000	1	1	{ none none none }	none	None	...	nominal
Kuala Lumpur Rubber Co., Limited	10,000	1	1	{ none none none }	none	None	...	nominal
Linggi Plantations, Limited (ordinary)	10,000	1	1	{ none none none }	none	None	...	nominal
Do. do. (7 1/2 % pref.)	10,000	1	1	{ none none none }	none	None	...	nominal
Ledbury Rubber Estates, Limited	6,000	1	1	{ none none none }	none	None	...	nominal
Do. do. (contributory)	40,000	1	1	{ none none none }	none	None	...	nominal
Naga Rubber Company, Limited	20,000	1	1	{ none none none }	none	Interim of 60 % for 1909	...	nominal
Sandycroft Rubber Company	50,000	1	1	{ \$20,000 \$20,000 \$20,000 }	\$1,275	None	...	nominal
Sekong Rubber Company, Limited	80,000	1	1	{ none none none }	none	3 % for 1908	...	nominal
Shelford Rubber Estate, Limited	65,000	1	1	{ none none none }	£830	None	...	nominal
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	{ none none none }	none	None	...	nominal
Sungai Chok Rubber Estate Company, Limited	45,000	1	1	{ none none none }	none	None	...	nominal
Sungai Kaper Rubber Company	110,000	1	1	{ none none none }	£3,448	7 1/2 % interim for 1909	...	157/6

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL ₱3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A. Lopez, Regalia G. Pereira, Favoritos A. Lopez, Favoritos A. Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETO & CO.,

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HEYMANS BUTTER

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49

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES AND ACCESSORIES
of the best makers.NEW BICYCLES
FOR HIRE AND SALE.REPAIRING All Kinds of TYPEWRITERS.
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,
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AT THE SHORTEST NOTICE.

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Hongkong, 2nd March, 1910.

122

OSMAN &
CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Coast Port Orders carefully
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HAIR DRESSING SALOON.HAS ALWAYS ON HAND
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AND
TOILET REQUISITES
FOR SALE.1, D'AGUILAR STREET,
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YEE SING,
No. 4, D'AGUILAR STREET,
MANUFACTURE WHOLESALE AND
RETAIL DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
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